

**Private Sector Organizations Operating Within Nicaragua.**

By virtue of the authority vested in me by section 620(g) of the Act, Executive Order 12163 and Delegations of Authority issued thereunder, I hereby determine it is in the national interest of the United States to furnish assistance under the Act in Fiscal Year 1982 to private sector organizations operating within Nicaragua, notwithstanding that the Government of Nicaragua is more than six months in default in payment of principal and interest on loans made under the Act.

This determination shall be published in the Federal Register.

Dated: November 24, 1981.

Alexander M. Haig, Jr.,  
Secretary of State.

[FR Doc. 81-35723 Filed 12-11-81; 8:45 am]

BILLING CODE 4710-10-M

**DEPARTMENT OF TRANSPORTATION****Coast Guard**

[CGD-81-096]

**Chemical Transportation Advisory Committee**

AGENCY: Coast Guard, DOT.

ACTION: Request for applications.

**SUMMARY:** The U.S. Coast Guard is seeking applicants for appointment to membership on the Chemical Transportation Advisory Committee. This committee advises the Coast Guard Marine Safety Council on requirements promoting the safety in the transportation of hazardous materials on vessels, the transfer of these materials between the vessels and shore, and on the waterfront facilities over which these materials move.

To achieve the balance of membership required by the Federal Advisory Committee Act, the Coast Guard is especially interested in applications from minorities, women and public interest representatives. Selection will be based upon expertise in the subjects under consideration.

The committee usually meets at least once a year with subcommittee meetings for specific problems on and as required basis. Members serve at no cost to the Federal Government and receive neither travel nor per diem allowances.

An alternate may be selected for each member appointed to the committee. Application for alternate membership should be included with the prospective member's application request.

**DATE:** Applications should be received no later than February 20, 1982.

**ADDRESS:** Persons interested in applying should write to Commandant (G-CMC), U.S. Coast Guard Headquarters, Washington, D.C. 20593.

**FOR FURTHER INFORMATION CONTACT:** Mary Williams, Hazardous Materials Division (G-MHM), U.S. Coast Guard Headquarters, Washington, D.C. 20593; (202) 426-2308.

Dated: December 8, 1981.

A. D. Utara,

Commander, USCG, Coast Guard Regulations Officer.

[FR Doc. 81-35740 Filed 12-11-81; 8:45 am]

BILLING CODE 4910-14-M

[CGD-81-095]

**Environmental Impact Statement, Proposed Bridge Construction Across Garrison Channel at Harbour Island, Tampa, Hillsborough County, Florida**

AGENCY: Coast Guard, DOT.

ACTION: Notice of intent to prepare an environmental impact statement.

**SUMMARY:** The Coast Guard is issuing this notice to advise the public that an Environmental Impact Statement (EIS) will be prepared in conjunction with agency actions related to construction of bridges across Garrison Channel between the City of Tampa and the proposed Harbour Island Development, formerly known as Seddon Island, in Hillsborough County, Florida.

**ADDRESS:** Written comments should reference this notice and be addressed to: Commander, Seventh Coast Guard District, Aids to Navigation Branch, 51 SW First Avenue, Miami, Florida 33130.

**FOR FURTHER INFORMATION CONTACT:** Mr. M. T. Bennett, Bridge Administration Specialist, Bridge Section, Aids to Navigation Branch at the address shown above or by telephone at (305) 350-4108.

**SUPPLEMENTARY INFORMATION:** Greiner Engineering Sciences, Inc., on behalf of Harbour Island, Inc., have made application for Coast Guard approval of location and plans for a bridge across Garrison Channel at Franklin Street in Tampa, Hillsborough County, Florida. The proposed bridge, and a second bridge to be constructed at a later date on the general alignment of the existing railroad bridge will provide access to a proposed residential/commercial development to be located on Harbour Island.

In accordance with section 102(2)(c) of the National Environmental Policy Act and 40 CFR 1500-1508, the Commander, Seventh Coast Guard District is soliciting comments from all interested

parties concerning the environmental impact of several alternatives as shown below. Comments received in response to this notice will be utilized in determining the scope of issues to be addressed and for identifying the significant issues related to the proposed action.

Alternatives under consideration for the bridge structures include but are not limited to the following:

1. No project.
2. Alternate locations.
3. Alternate means of access.

Development alternatives include but are not limited to the following:

1. No Project.
2. Greater or lesser levels of development.
3. Alternative land uses.

The alternatives will be developed in more detail or modified as the Environmental Impact Statement scoping process continues.

A formal scoping meeting is not anticipated at this time. It is expected that a public hearing will be held after the draft Environmental Impact Statement is made available for public and agency review and comment.

To ensure that the full range of impacts related to the proposed action is addressed and all significant issues are identified, comments and suggestions are invited from all interested parties. Comments or questions concerning the proposed action and Environmental Impact Statement should be directed to the Commander, Seventh Coast Guard District at the above address.

Dated: December 8, 1981.

R. A. Bauman,

Rear Admiral, U.S. Coast Guard Chief, Office of Navigation.

[FR Doc. 81-35739 Filed 12-11-81; 8:45 am]

BILLING CODE 4910-14-M

[CGD 81-094]

**Port Access Route Study**

AGENCY: Coast Guard, DOT.

ACTION: Notice of study results.

**SUMMARY:** The purpose of this notice is to publish results of the Port Access Route study announced on April 16, 1979, in the Federal Register (44 FR 22543) and modified on January 31, 1980 (45 FR 7026). Only the results for study areas 30 to 32 are published in this notice. Generally, these areas include the coast of Alaska. Two routing measures are recommended for these study areas, including a shipping safety fairway system at the approach to Prince William Sound, and a fairway through Unimak Pass. No fairway

designation is proposed at this time for the area of Cook Inlet, Shelikof Strait and Kennedy Entrance.

#### Background

The Ports and Waterways Safety Act (PWSA) [Pub. L. 95-474; 92 Stat. 1473, 33 U.S.C. 1223] mandated that the Coast Guard "undertake a study of the potential traffic density and the need for safe access routes." The Federal Register for April 16, 1979 (44 FR 22543), announced the scope of the study and included a description of each area to be studied. Coast Guard district staff officers were assigned responsibility for executing the study; and it has been conducted under the standards contained in sections 4 and 5 of the PWSA. As a result of the study, appropriate ships' routing measures, such as safety fairways and traffic separation schemes, may be proposed. Where the study indicates that no new routing measures are to be designated in an area, notice of such a conclusion is to be published in the Federal Register. However, areas for which results are published may be studied again in the future as changes in conditions warrant re-evaluation.

Results for areas 5, 5a and 6 (New York and Delaware approaches and Long Island Sound) were published in 46 FR 49035; for areas 13 to 20 (coast of South Carolina, Georgia and Florida) in 46 FR 48378; for area 21 (Gulf of Mexico) in 46 FR 49989; and for areas 26 to 29 (coast of Oregon and Washington) in 46 FR 59686. Results for the remaining study areas (1 to 4 in New England, 7 to 12 along the Mid-Atlantic coast, and 22 to 25 along California) will be published in a future Federal Register.

The Seventeenth Coast Guard District performed the study for areas 30 to 32, along the Coast of Alaska.

#### Study Method

In accordance with the Ports and Waterways Safety Act (PWSA), in 1979, the Seventeenth District commenced an evaluation of maritime traffic density throughout Alaskan waters. This study involved maritime agents, operators, exploration activities, local communities, fisheries' organizations, state marine pilots, other state interests, Federal government and DOD activities. Over 90 private organizations were contacted in the initial development of the study proposals.

After evaluating the information received, determinations were made on establishing fairways in certain areas. On December 7, 1979, a proposal was mailed to all previously contacted parties and to the State of Alaska. Comments were solicited.

Again, on May 18, 1980, after review of previous comments received and further discussion with interested parties, a final proposal was sent out for comment. All parties seemed in agreement with this proposal in general except for two comments.

The State of Alaska, Department of Policy Development and Planning suggested certain changes in the Unimak Pass area. These changes were discussed in detail over the phone, and a final agreement was to decrease the width of the fairway from five (5) miles to four (4) miles, but to use the same terminus points for the fairway. The reason for using these terminus points is that they are established traditional maritime traffic routes, published in the Coast Pilot and other nautical publications. To change them at this time would require revision not only in other publications, but in many a mariner's navigation track that has been utilized over the years.

Mobil Oil Corporation recommended the use of a precautionary area at the end of the fairway proposed for Hinchinbrook Entrance to Prince William Sound. However, precautionary areas are generally utilized with traffic separation schemes rather than fairways. In this case, tank vessels will be encouraged to keep to the starboard lane of the designated pair of fairways, operating as they have been over the past three years, and leaving no doubt as to another vessel's intentions when entering the area. The fairway designations allow vessels sufficient maneuvering room and are only intended to assure the mariner that he will find no fixed obstruction to navigation within that area.

The exploration activity on the outer continental shelf (OCS) and the growth of Alaskan Ports will be closely monitored; and should future conditions dictate, more formal traffic routing measures could be proposed in accordance with the provisions of the Ports and Waterways Safety and international guidelines.

#### Proposals

The study performed on Alaskan ports identified three critical transportation corridors: approaches to Prince William Sound, Cook Inlet/Shelikof Strait, and Unimak Pass. Other areas of Alaska simply do not have the volume or type of traffic that would warrant the establishment of vessel routing measures.

Two vessel traffic fairways are recommended for Alaskan waters. One to provide safe maritime routing to and from Prince William Sound through the outer continental shelf areas of the

Northern Gulf of Alaska. The other will be through Unimak Pass which is a major route for vessels rounding the Alaska Peninsula as well as a Great Circle route from western U.S. ports to the Far East.

Prior to the enactment of PWSA, shipping fairways were designated by the Army Corps of Engineers (almost exclusively in the Gulf of Mexico) as areas in which no permits for structures would be issued. The authority for designating fairways was specifically delegated by PWSA (sec. 4(c)(1)) to the Secretary of the Department in which the Coast Guard is operating, after a study has determined the need for a particular routing measure. Fairways can only be established through the rulemaking process with opportunity for public comment.

The shipping safety fairways described below are recommended to be established under authority of the PWSA to control the erection of structures therein, to provide safe approaches to entrances to major Alaskan ports. Structures will not be permitted in areas designated as fairways as they would be considered obstructions to navigation.

**Area 30:** Includes Prince William Sound. (N.O.S. Reference Charts 16700 and 16013). From the coast to 59° N latitude, from 142° W longitude to 148° W longitude.

Prince William Sound, the approaches thereto, across the Northern Gulf of Alaska, average 5 transits a day by tank vessels. These vessels are up to 268,000 DWT in size and are carrying North Slope crude oil in the Trans-Alaska Pipeline (TAPS) trade between Valdez, and lower U.S. ports and the Virgin Islands.

The Coast Guard Vessel Traffic Service (VTS) in Valdez monitors traffic in the Traffic Separation Scheme (TSS) within Prince William Sound. To provide safe maritime routing, to and from Prince William Sound, through the outer continental shelf areas of the Northern Gulf of Alaska, the following fairways are proposed:

The fairway system proposed for tank vessel traffic consists of three segments. Segment (1) is a two-way traffic fairway extending southeast from Cape Hinchinbrook. Segment (2) is a fairway recommended for inbound traffic approaching the two-way traffic fairway and segment (3) is the fairway recommended for outbound traffic departing the two-way traffic fairway.

**Segment (1)—Two-way Traffic:** An area encompassed by lines joining points at:

Latitude	Longitude
59° 59.0' N.	135° 27.4' W.
to 60° 15.7' N.	146° 44.4' W.
to 60° 11.4' N.	148° 47.0' W.
to 59° 55.0' N.	145° 42.0' W. to
59° 59.0' N.	146° 27.4' W.

Segment (2)—Recommended for inbound Tank Vessel traffic, a safety fairway, 2 nautical miles wide, centered upon rhumb lines joining points at:

Latitude	Longitude
59° 15.0' N.	144° 03.5' W.
59° 59.3' N.	145° 23.0' W.

Segment (3)—Recommended for outbound Tank Vessel traffic a safety fairway, 2 nautical miles wide, centered upon rhumb lines joining points at:

Latitude	Longitude
59° 59.0' N.	145° 40.0' W.
59° 15.0' N.	144° 23.0' W.

This system of fairways provides ample maneuvering room from Cape Hinchinbrook to the terminus of the two-way traffic area. The "buffer zone" between the Inbound and Outbound fairways is 3.5 nautical miles wide at the northern end and expands to 5.5 nautical miles at the southern terminus. This "buffer" area is not a fairway and will not be subject to a restriction on structures. The traffic directions within the fairway will not be mandatory. Recommended directions may be added to nautical charts of the area. A Traffic Separation Scheme, with its additional restrictions on vessel activity within lanes, does not appear warranted by the volume of traffic at this time.

Area 31: Includes Cook Inlet and the Shelikof Strait. From the coast on the northwest to 58° N latitude on the south and to 150° W longitude on the east.

Consideration was given to establishing fairways in Cook Inlet, Shelikof Strait and the Kennedy Entrance, and the local navigation conditions were discussed with the S.W. Alaskan Pilots. The Coast Guard has decided not to designate fairways in these areas at this time.

Wind, current and ice conditions, during the different seasons of the year, require the use of many varied routes across Cook Inlet.

Exploration, to date, has indicated no significant find. Development in these offshore waters is expected to be minimal. The existing oil wells pose no problem to safe navigation, and to designate meaningful fairways would eliminate the major portion of Cook Inlet from further offshore activity.

Development in this area will be closely monitored and, if necessary at a later date, fairways will be established.

Area 32: Remaining Coast of Alaska (N.O.S. Chart 16320). From the coast seaward

to the 1,800 meter curve or the limit of Canadian jurisdiction or Union of Soviet Socialist Republics jurisdiction, from the Canadian/United States border to the Bering Straits, excluding any area to the west of 170° W longitude, excluding the regions lying within areas 30 and 31 above.

Unimak Pass is the major route through the Aleutian Islands chain. Many deep draft vessels presently transit this area while navigating the Great Circle route from the western U.S. ports to the Far East. Future plans for Dutch Harbor will result in a considerable increase in vessel activity through Unimak Pass.

A safety fairway, 4 nautical miles wide, centered upon a rhumb line joining points at:

Latitude	Longitude
54° 00.0' N.	162° 20.0' W.
54° 21.0' N.	165° 33.0' W.

and a safety fairway, 4 nautical miles wide, centered upon a rhumb line joining points at:

Latitude	Longitude
54° 20.0' N.	165° 02.0' W.
54° 43.0' N.	163° 13.0' W.

Should future traffic density dictate, a formal traffic separation scheme could be implemented within the parameters of this fairway.

Alaskan Outer Continental Shelf Areas (General)

The Department of the Interior, Bureau of Land Management, Alaskan Outer Continental Shelf Office, expressed agreement to include in its lease sales information the following paragraph:

"Some of the tracts offered for lease may fall within areas that may later be considered for fairways, precautionary zones, or traffic separation schemes. Bidders are advised that the United States reserves the right to designate necessary fairways through leased tracts pursuant to the Ports and Waterways Safety Act, Section 4(c), 33 U.S.C. 1223(c), and 33 U.S.C. 1224."

This puts all prospective lessees on notice that traffic lanes may later be designated, however, it will only be after consultation with the interested parties, and appropriate notices, as required by law.

Implementation

The above study recommendations will be implemented through the rulemaking process. The proposed shipping safety fairways will be published as a Notice of Proposed Rulemaking to allow an opportunity for public comment. It is expected that this process will be initiated early in 1982.

FOR FURTHER INFORMATION CONTACT: Mr. Christopher Young, Office of

Navigation (G-NSR-3), Room 1418, U.S. Coast Guard Headquarters, 2100 Second Street, SW., Washington, D.C. 20593, (202) 426-4958 between 7:30 a.m. and 4:30 p.m., Monday through Thursday, except holidays.

Dated: December 1, 1981.

R. A. Bauman,  
Rear Admiral, U.S. Coast Guard, Chief Officer  
of Navigation.

[FR Doc. 81-33733 Filed 12-11-81; 9:43 am]  
BILLING CODE 4910-14-4

Federal Aviation Administration

[Docket No. 81-ASW-3AC]

Gulfstream American Corp. Model 690D; Aircraft Certification and Availability of Documents

The formal type certification process for the Model 690D has been completed. Certification was requested by Gulfstream American Corporation, Bethany, Oklahoma, under the provisions of Subpart "J" of Federal Aviation Regulation (FAR) 21. Federal Aviation Administration (FAA) Southwest Region personnel participated in the certification process by attending Type Certification Board Meetings, reviewing technical documents and witnessing tests.

The Director of the Southwest Region has conducted a review of the issues involved in the Model 690D type certification program and the findings of the Delegation Option Authorization (DOA) and FAA certification teams. He has also reviewed and discussed with his staff a document entitled "Decision Basis for Type Certification of the Gulfstream American Model 690D airplane."

Based on this review, the Director approved the amendment of Aircraft Type Certificate 2A4 to include the Model 690D. This amendment was dated April 30, 1981.

A copy of the "Decision Basis for Type Certification of the Gulfstream American Model 690D Airplane" is on file in the FAA Rules Dockets. The bulk of the "Decision Basis" reviews the purpose, structure, conduct, and significant highlights of the certification program wherein Gulfstream American was required to demonstrate compliance with the applicable Federal Aviation Regulations and Special Conditions. It provides a brief overview of type inspection test results and a compliance checklist showing the means of compliance with each paragraph of the certification basis. Other appendices and attachments pertaining to the Model